

BookletChartTM

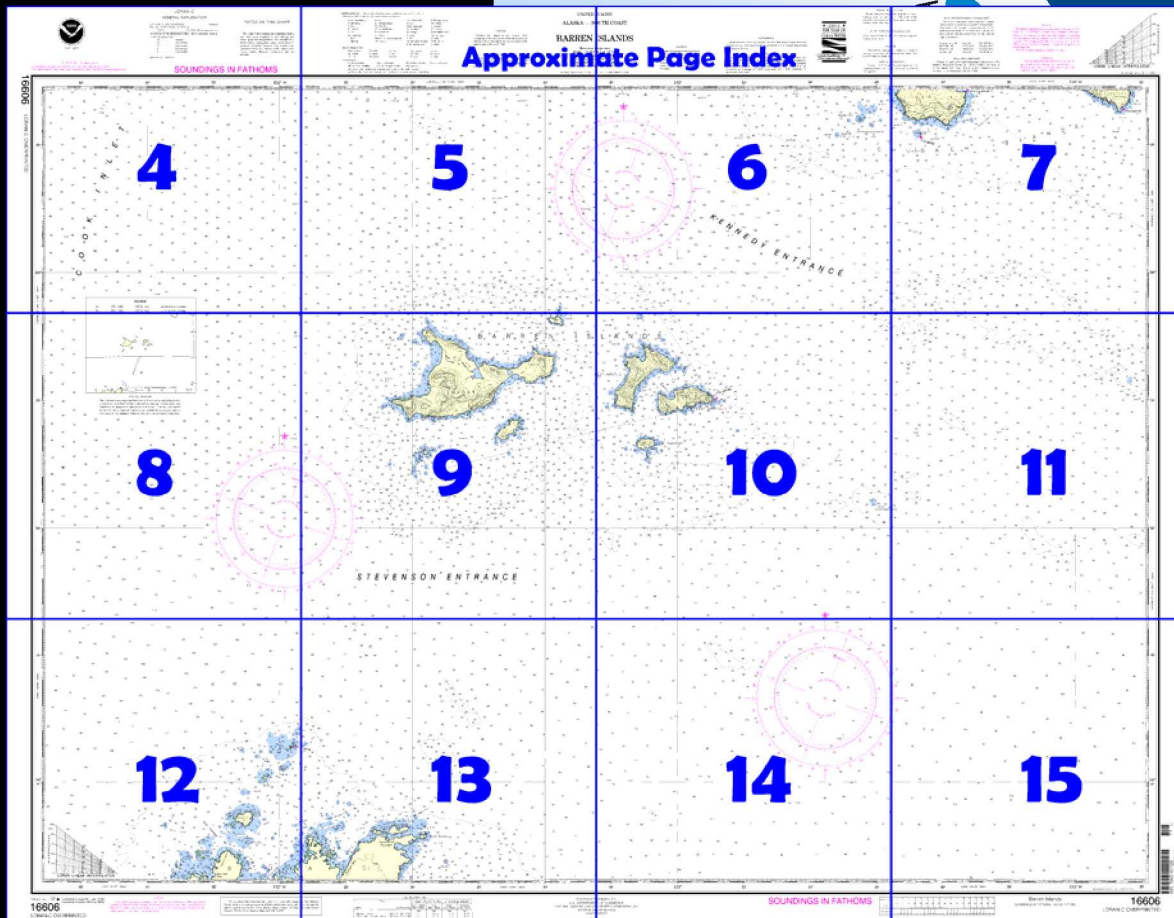
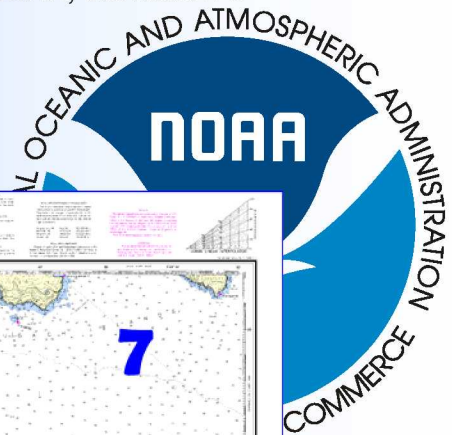
Barren Islands

(NOAA Chart 16606)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

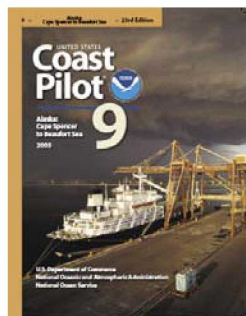
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(1034) **Barren Islands**, a group of mountainous islands in the middle of the entrance to Cook Inlet between Chugach Islands and Shuyak Island, occupy an area about 13 miles long and 5 miles wide. East and West Amatuli Islands are bold and precipitous and mostly devoid of trees. They are thickly covered with grass in the depressions and on the less precipitous slopes. In general, the anchorages around Ushagat Island are preferable to the others in the

group, however, all are insecure, because they are subject to sudden changes in wind speeds and directions.

(1038) Operators of small boats should take particular care to avoid being caught in the tide rips off the Barren Islands. With a moderate W sea, wind force 4 to 5, coaming seas in series of three to four high waves have

been seen N of Nord Island with sufficient height and force to seriously endanger, if not swamp, the ordinary fishing launch. In moderate weather small boats should not leave these islands until the current sets with the sea.

(1039) **Tidal currents** of considerable velocity are found in Kennedy Entrance and Stevenson Entrance, the flood current setting approximately NW and the ebb SE. Heavy tide rips occur with strong winds in the vicinity of the islands, and are frequently dangerous for small vessels. On spring tides an especially dangerous, steep tide rip occurs SW off Ushagat Island which can constitute a hazard to small craft. The wind among the Barren Islands is often twice as strong as it is a few miles away and the seas are often three times higher, attaining speeds of 100 knots and heights of 30 feet, respectively. Because of these conditions and the greatly increased chance of winter icing, vessels often use the lee of Chugach Passage. Those vessels transiting amongst the islands will often be subject to confused seas in this confluence of waves generated from the Gulf of Alaska, Cook Inlet/Kamishak Bay and Shelikof Strait.

(1041) Ebb currents set strongly to the E along the edge of the bank bordering the N side of the Barren Islands, to the S between Ushagat and Amatuli Islands, and to the E, N of Sugarloaf Island. The ebb currents are variable for a few miles S from the Barren Islands. Farther S, they set steadily SE.

(1042) On the flood a narrow band of strong current will be felt a few miles N of the Barren Islands. Some lee from the flood current is afforded closer inshore, but even there a steady set to the W will generally be found.

(1043) The current in general probably does not exceed 4 knots. Reports indicate that slack waters do not occur at the times of local high and low tides, and the navigator is cautioned against assuming such a relation to exist.

(1044) **Kennedy Entrance**, one of the two main deep-draft entrances to Cook Inlet from the E, is between East Amatuli and Perl Islands. It has a clear width of about 7 miles, with general depths of 30 to 110 fathoms, though detached rocks and reefs extend 3 miles off Perl Island and 1.5 miles off East Amatuli Island. This location is the first of the "Securite" Broadcast reporting points used by large vessels. (See "Securite" Broadcasts, indexed as such, earlier this chapter for more.)

(1045) **Stevenson Entrance**, S of the Barren Islands, is the second main entrance to Cook Inlet from the E. It has a clear width of about 8 miles between the dangers that extend off the Barren Islands on the N and off Shuyak Island on the S, with general depths of 26 to 100 fathoms. The S shore of Stevenson Entrance is described in chapter 5.

(1046) **East Amatuli Island**, at the E end of the group, has high peaks along its length, except 0.8 mile from the SW end where it drops to a valley having a level of less than 200 feet. A rocky islet, 118 feet high and 200 yards off the E end of the island, is marked by **East Amatuli Island Light** (58°54'56"N., 151°57'07"W.), 120 feet (36.6 m) above the water, and shown from a skeleton tower with a diamond-shaped red and white daymark. A rock awash is 250 yards E of the light.

(1051) Sugarloaf Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the entire island.

(1052) **Nord Island** is 1.3 miles N from the E end of Ushagat Island with deep water between. Its S half is a dome 690 feet high, while its N half is lower and irregular. Strong currents with tide rips are reported just N of Nord Island.

(1053) **Sud Island**, 1.1 miles off the SE side of Ushagat, is high near its SW end. Near its NE end is a knob 203 feet high. Islets, covered rocks, and rocks awash at low water, extend out 400 yards in many places around the island.

(1054) A small rocky grass-topped island, 380 feet high, is 1.5 miles SSE from the SW point of Ushagat Island. Foul ground surrounds the island and extends almost to a bare rock 48 feet high, about 1 mile to the S. A low rock is between the island and the bare rock. Strong tide rips in this vicinity extend to the S of Ushagat Island. A barrier against the ebb current is formed by the island, rocks, and shoal area, which

reduces the strength of the current along the SE shore of Ushagat Island.

Table of Selected Chart Notes

Corrected through NM Jun. 15/02
Corrected through LNM May 28/02

Mercator Projection
Scale 1:77,062 at Lat. 58°50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS
Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Homer, AK	WXJ-24	162.40 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK, or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.440" southward and 7.626" westward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Ughagat Island (58°57'N/152°16'W)	feet 13.7		feet 12.9	feet 1.5	feet -4.5
Carry Inlet, Shuyak Island (58°35'N/152°31'W)	13.1		12.3	1.6	-4.5

(602)

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



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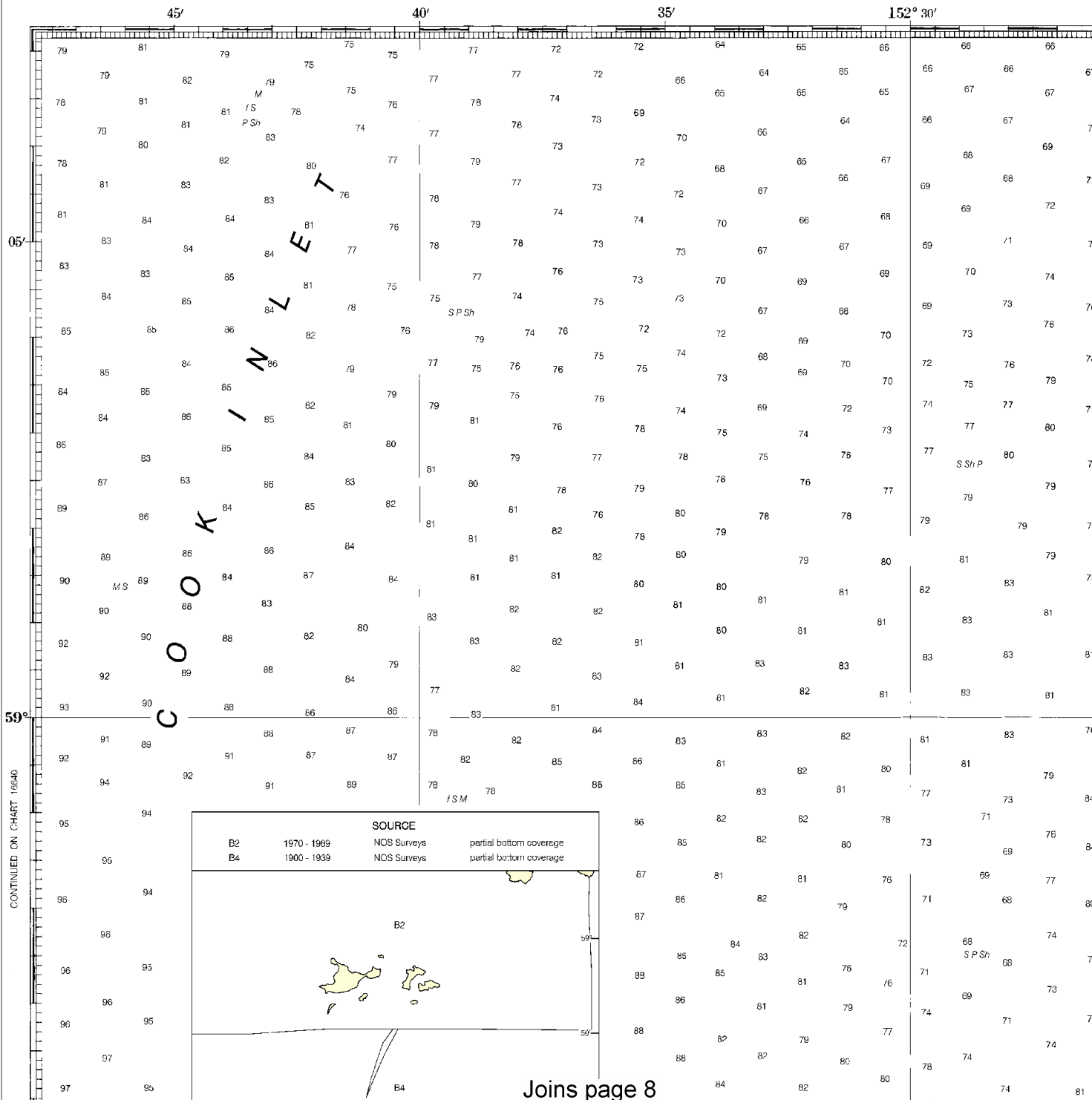
COLREGS, 80 1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOUNDINGS IN FATHOMS

16606

LORAN-C OVERPRINTED



4



ABBREVIATIONS (For complete list of Symbols and Abbreviations see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aerorautical	G green	Mo morse code	R TP radio tower
Al allomailing	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M static miles
DIA diaphone	m mutes	Q quick	VQ very quick
F fixed	MICHO 1H microwave tower	R red	W white
Fl flashing	Mkr marker	Ra (Ref) radar reflector	Wills whistle
		H (In) radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Cys cysters	sn soft
bk broken	G gravel	H hard	Rk rock	Sh shells
Cy clay	Gs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	HU position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rsp reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum or soundings.			

CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shoreline as a result of the earthquake of March 27, 1964.

HEIGHTS

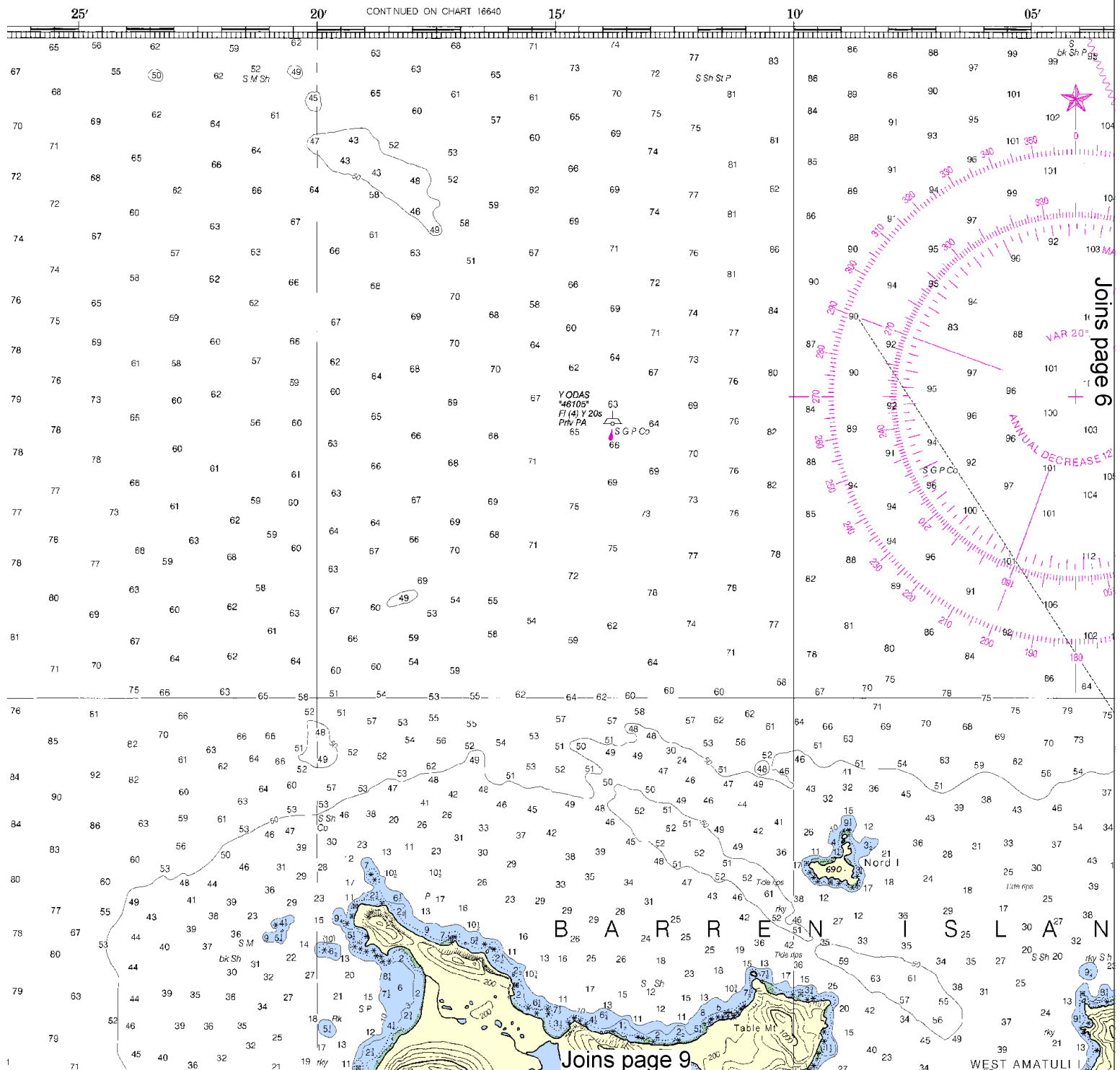
Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

UNITED STATES
ALASKA — SOUTH COAST

BARREN ISLANDS

Mercator Projection
Scale 1:77,062 at Lat. 58°50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Formerly C&GS 8532, 1st Ed., June 1934 C-1933-398 KAPP 2568



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:110089. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES

SOUTH COAST

N ISLANDS

ator Projection
7,062 at Lat. 58°50'
rican Datum of 1983
petic System 1984)
NGS IN FATHOMS
LOWER LOW WATER

Ed., June 1934 C-1933-398 KAPP 2568

CAUTION

Significant changes in sea level have been observed in Cook Inlet. Actual depths may be shallower than charted. Differences of up to 1/2 fathom can be expected. Mariners are urged to exercise caution when navigating in this area.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

HORIZONTAL DATUM

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★ 2002 ★
THE YEAR OF
CLEAN WATER

Celebration + Commitment

Radar reflectors have been floating aids to navigation. Reflector identification or the omitted from this chart.

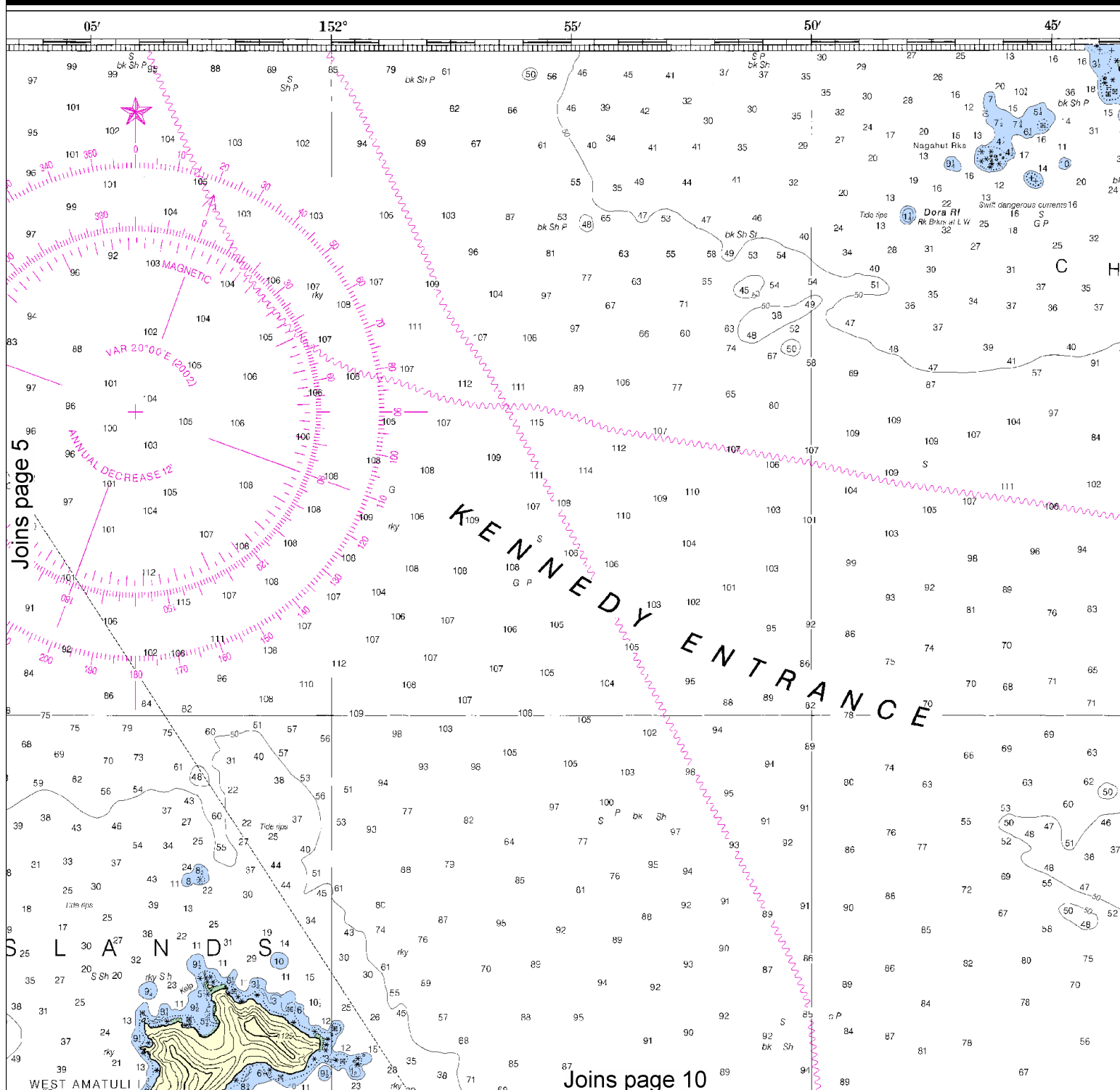
SUPPLEMENTAL INFO
Consult U.S. Coast Pilot 9 for
mental information.

CAUTION

Temporary changes or
navigation are not indicated.
Local Notice to Mariners.

AIDS TO NAVIG

Consult U.S. Coast Gt
supplemental information c
navigation.



6

North

been placed on many
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INFORMATION
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ON
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VIGATION
Guard Light List for
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Bodo Mt, AK	WNG-528	162.460 MHz
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Iliomer, AK	WXJ-24	162.40 MHz

POLLUTION REPORTS

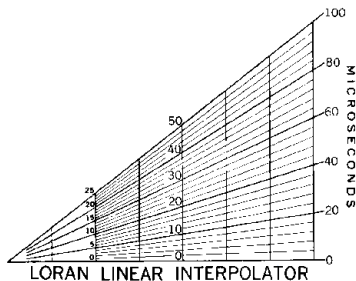
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTICE

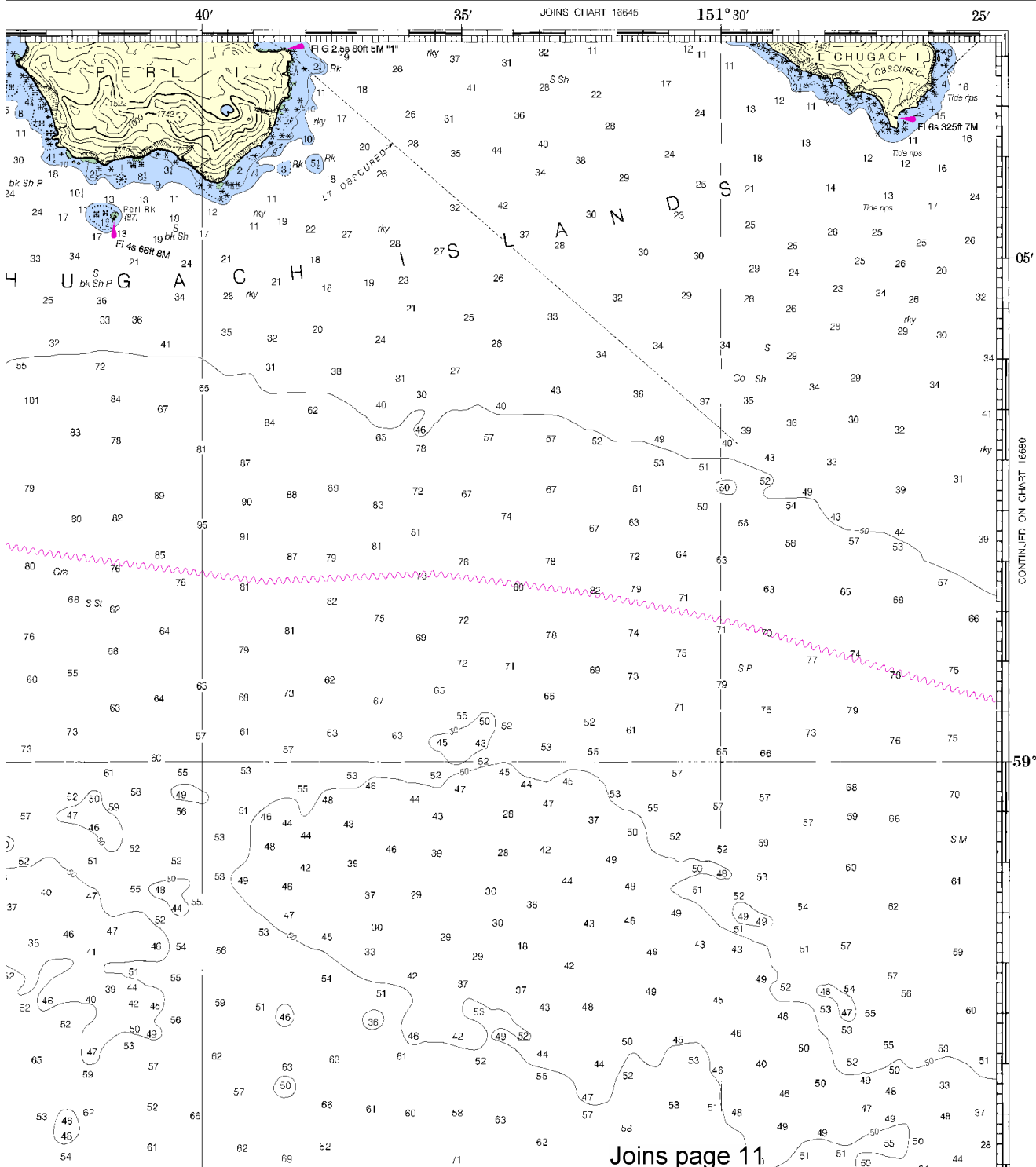
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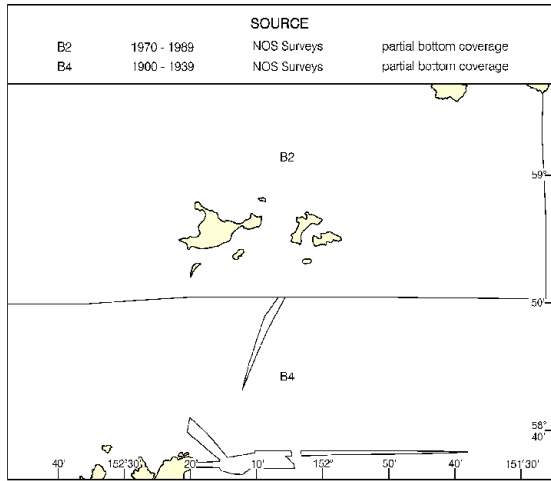
Nautical Chart Catalog No. 3, Panels I, K



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

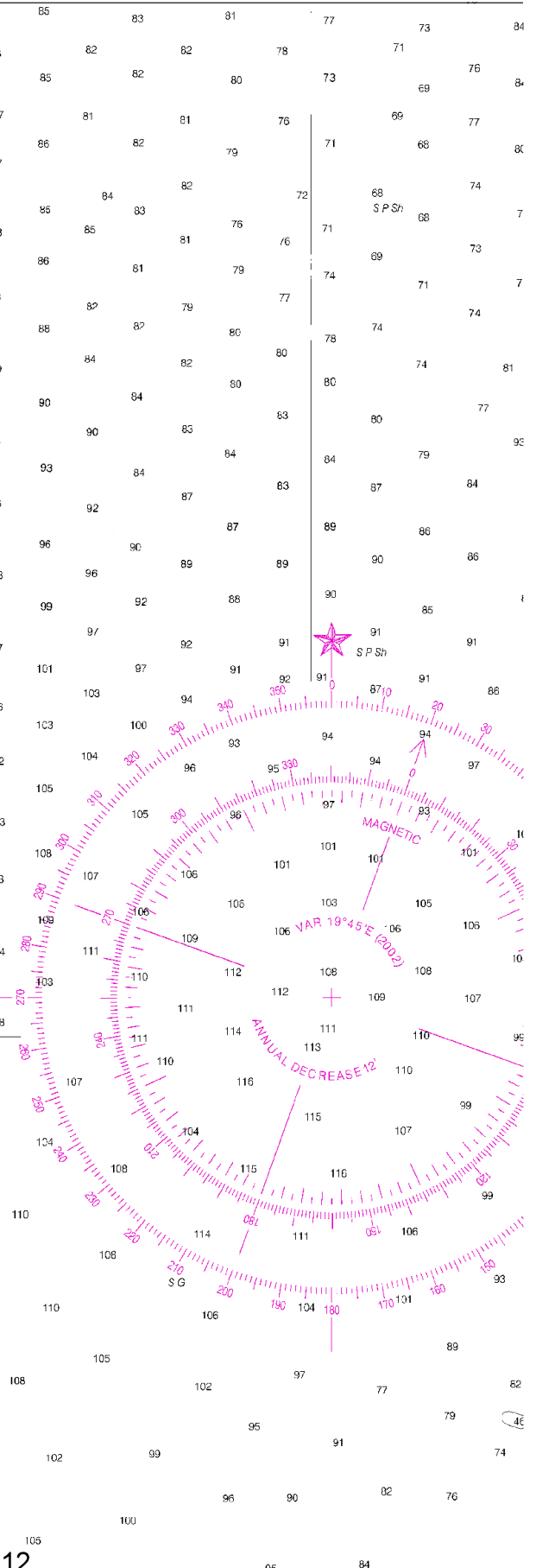
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CONTINUED ON CHART 160

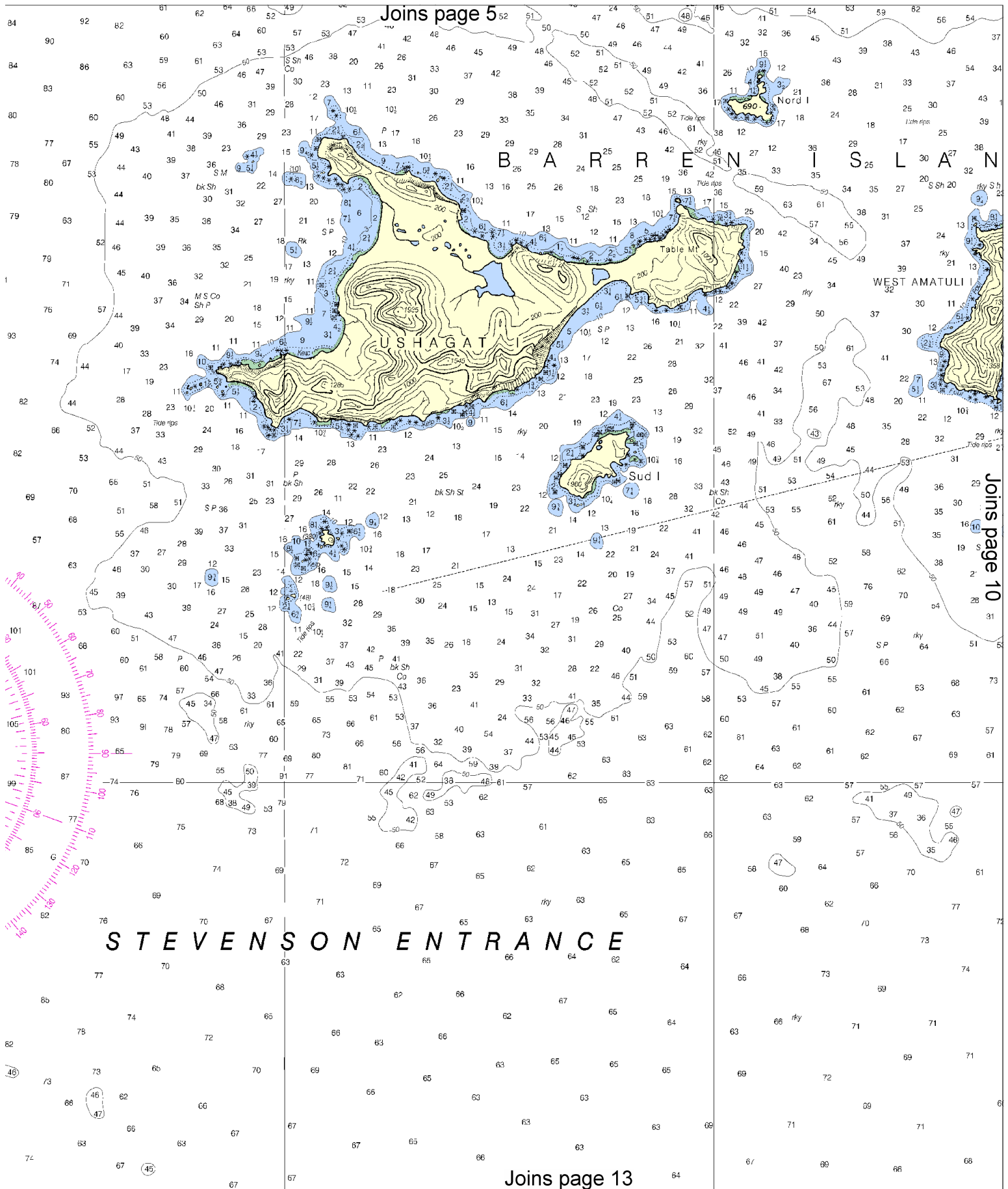


SOURCE DIAGRAM

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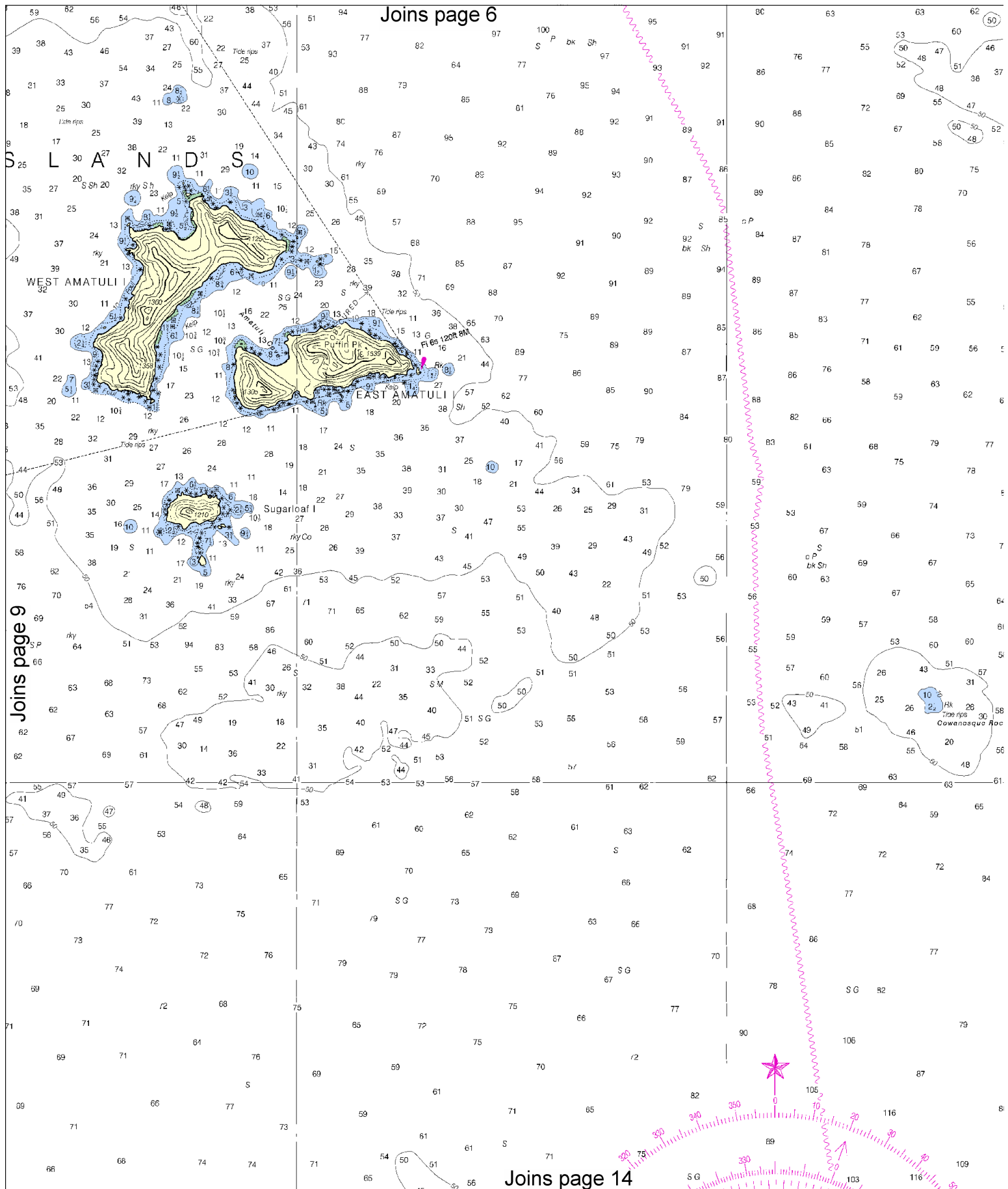


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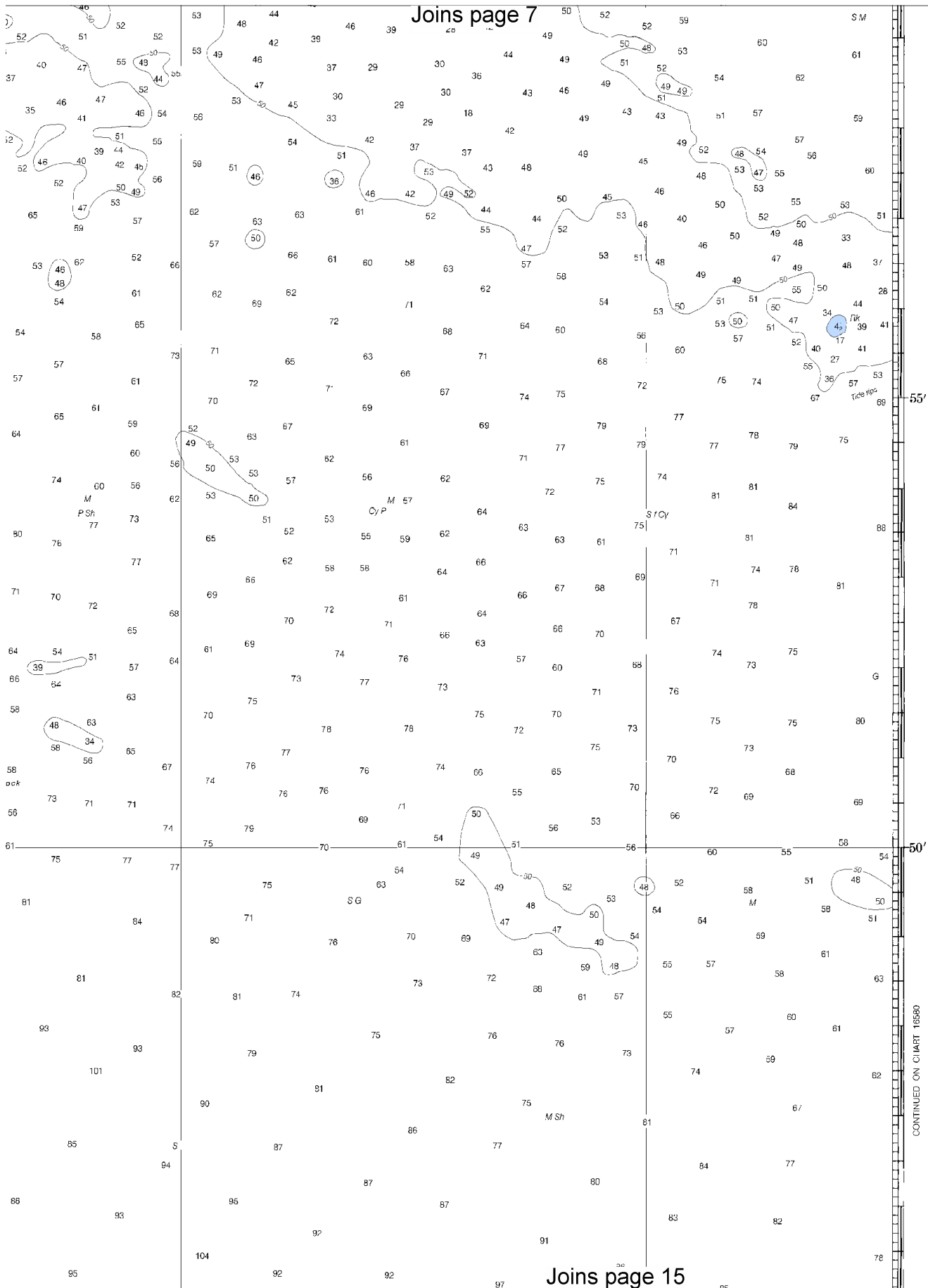
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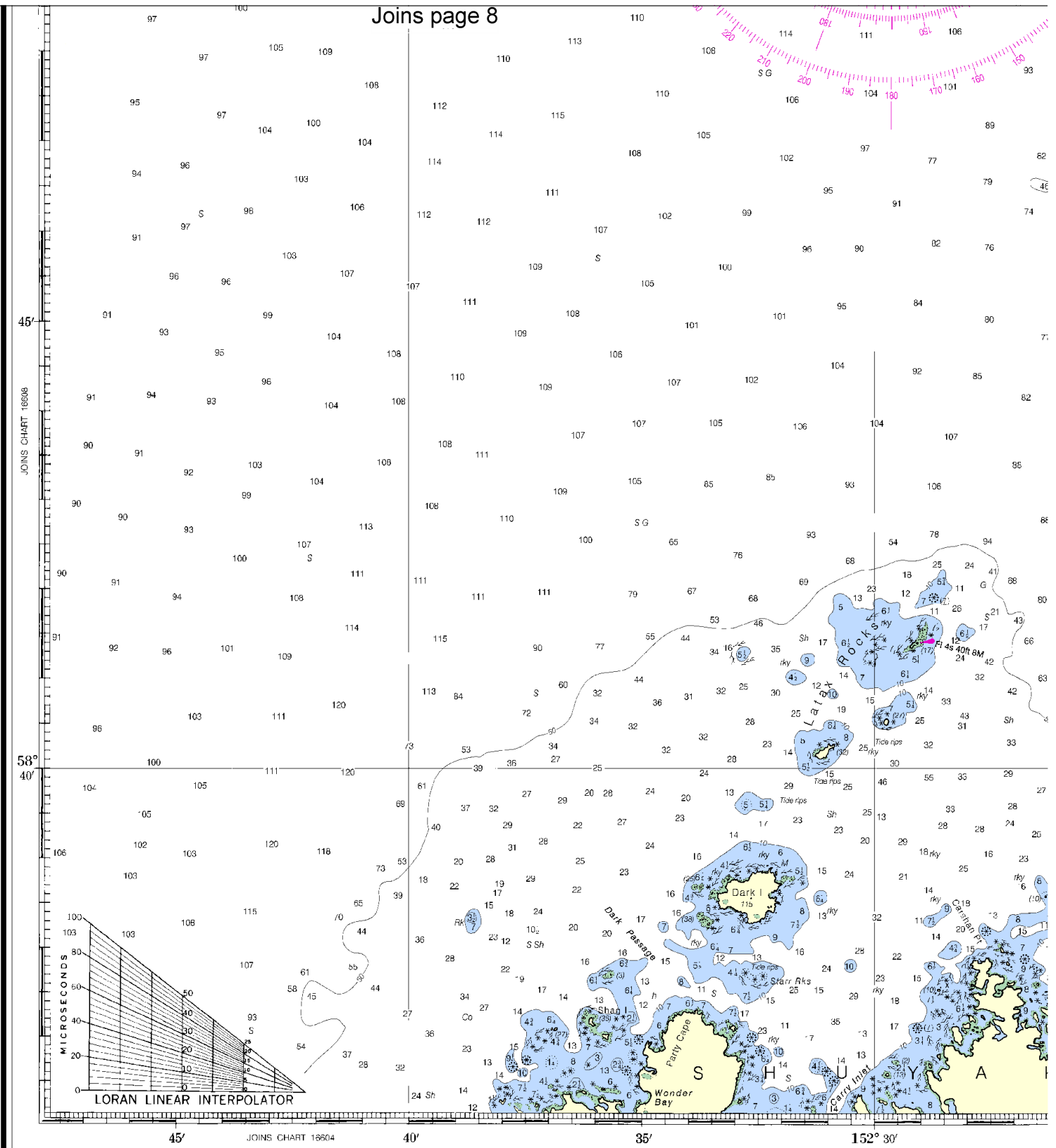
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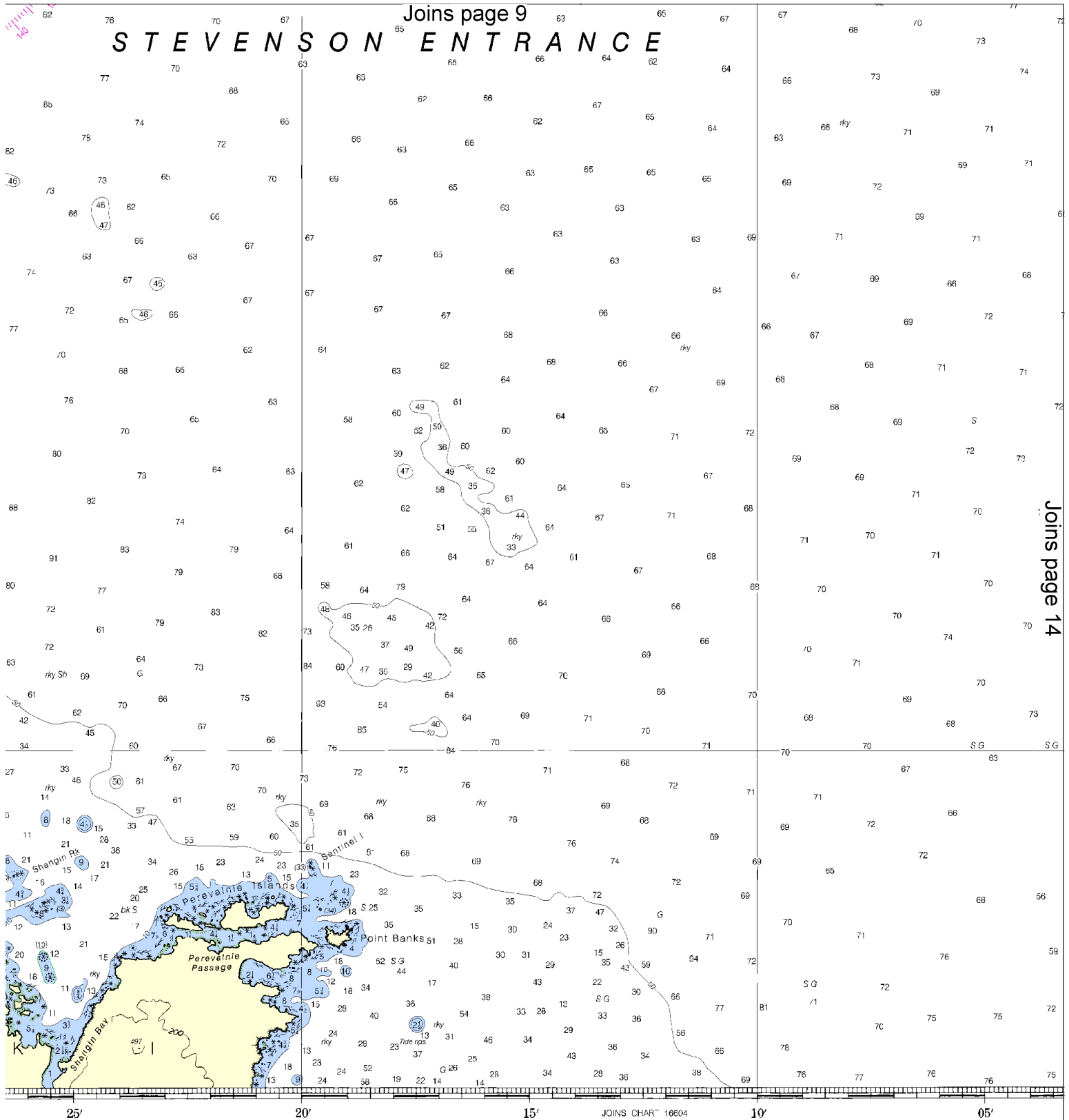
Joins page 9

Joins page 14





STEVENSON ENTRANCE

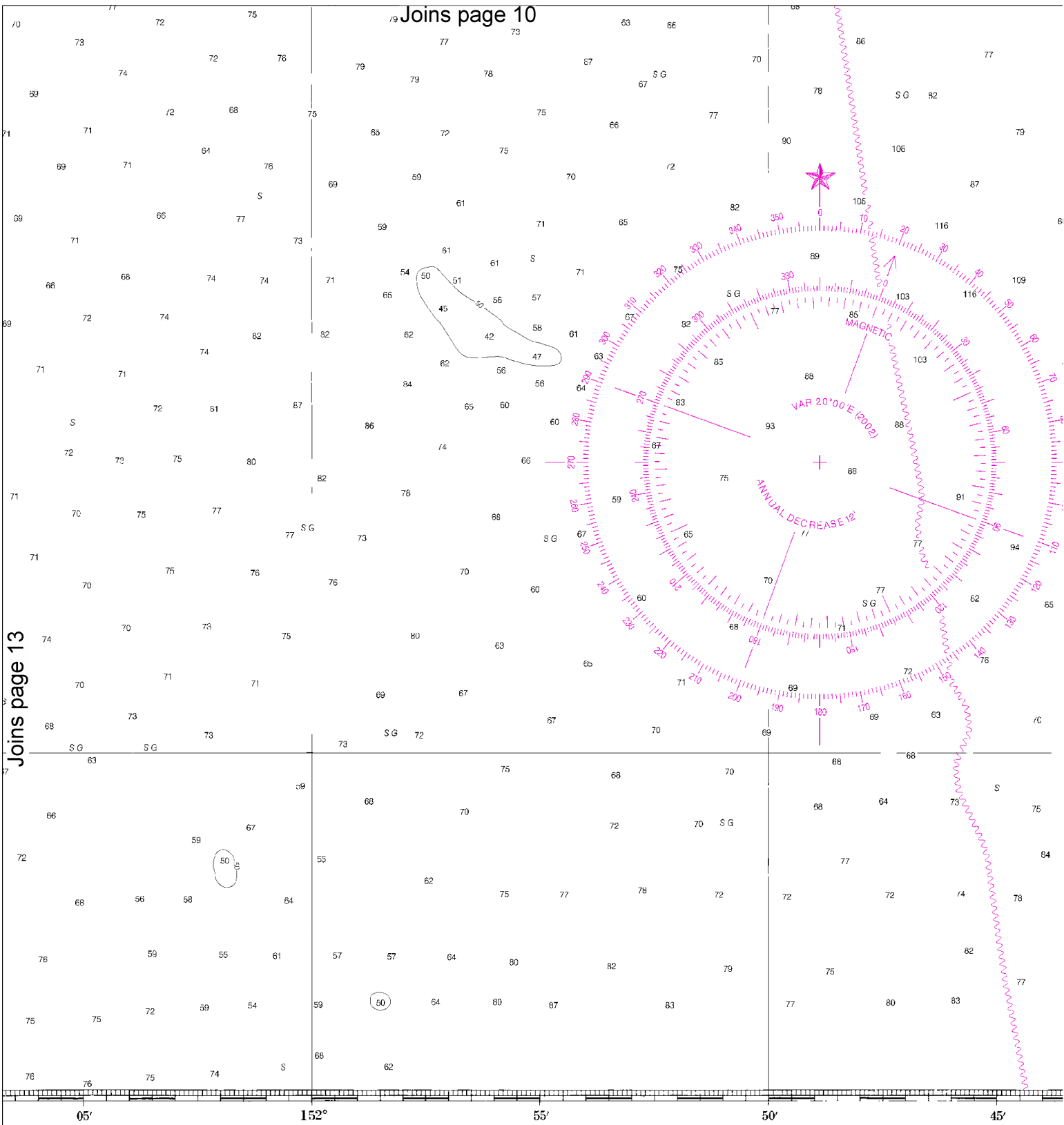


TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
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Carry Inlet, Shuyak Island	(58°35'N/152°31'W)	feet 13.1	feet 12.3	feet 1.6	feet -4.5

(602)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



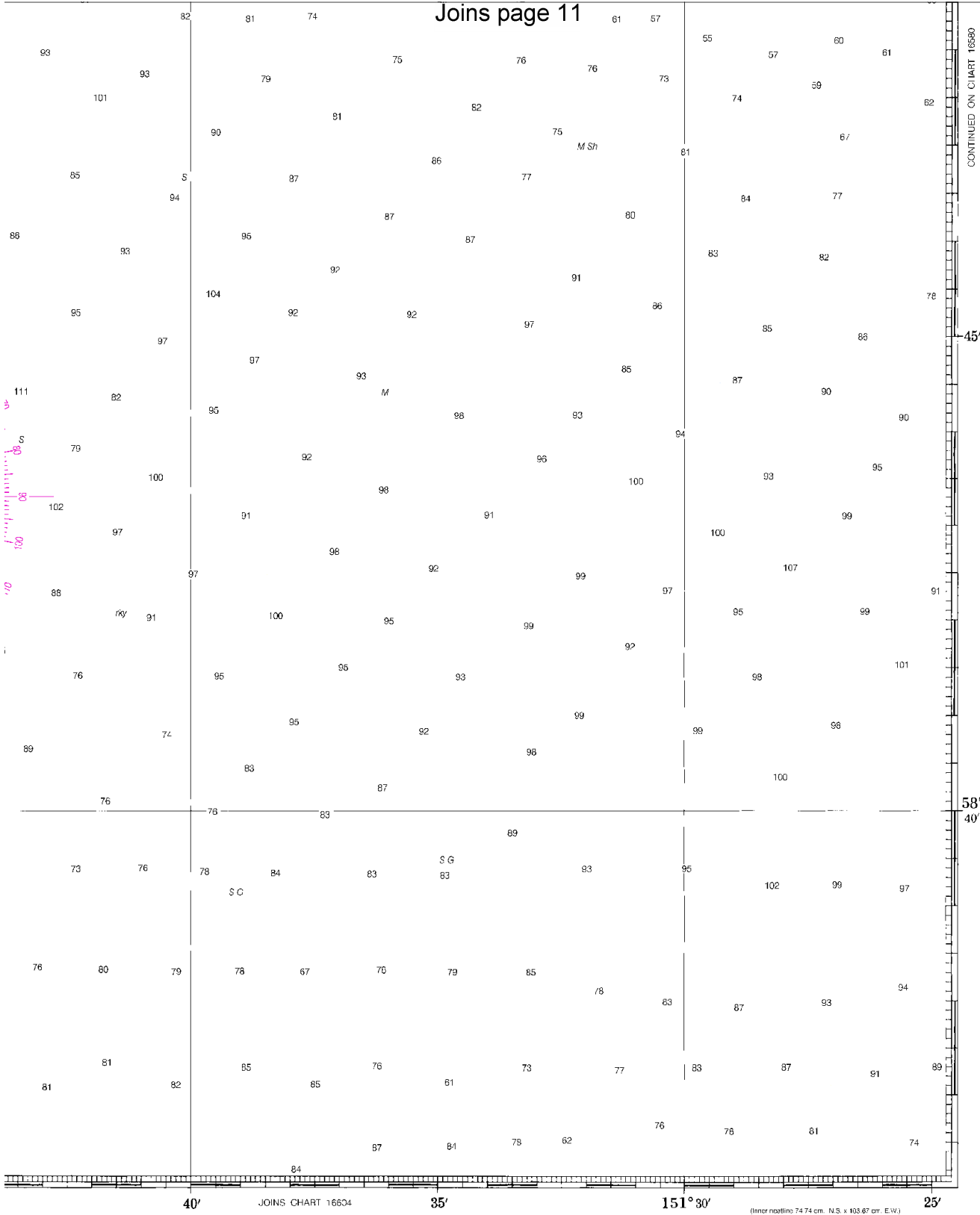
United States Coast and Geodetic Survey
Department of Commerce
National Ocean Service
Hydrographic Survey

SOUNDINGS IN FATHOMS

FATHOMS	
FEET	
METERS	

14





CONTINUED ON CHART 16580

45'

58° 40'



ED NO. 11



NSN 7642014011290
NIMA REFERENCE NO. 169C016606

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
0	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

16606
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.